ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

1800.63A

1/19/93

SUBJ: NATIONAL AIRSPACE SYSTEM (NAS) DEPLOYMENT READINESS REVIEW (DRR) PROGRAM

1. PURPOSE. This order establishes the requirement for a structured assessment of Aviation System Capital Investment Plan (CIP) projects, selected Research and Development (R&D), and Operations (OPS) funded projects, with products to be deployed in and becoming part of the National Airspace System (NAS) to support a deployment determination by the Associate Administrator for Airway Facilities. It defines the management process, whereby the responsible program manager leads a Federal Aviation Administration (FAA) review to ensure that the project is ready to be integrated into the NAS and that the corporate FAA is ready to receive, utilize, and provide life-cycle support to the product when deployed.

2. DISTRIBUTION. This order is distributed to the branch level in the offices of the Associate Administrator Airway Facilities, System Engineering and Development, and NAS Development, the Office of Air Traffic System Management, Air Traffic Plans and Requirements Service, Air Traffic Rules and Procedures Service, Systems Maintenance Service, NAS Transition and Implementation Service, Operational Support Service, Mike Monroney Aeronautical Center, and the FAA Technical Center; to division level in the offices of NAS Program Management Service, Research and Development Service, NAS System Engineering Service, Facility System Engineering Service, Flight Standards Service, Assistant Administrator for Civil Aviation Security, Office of Labor and Employee Relations, Assistant Administrator for Human Resource Management, Office of Training and Higher Education, Office of Aviation System Standards, Office of Environment and Energy, Office of Aviation Medicine, Office of Air Traffic Program Management, Office of Air Traffic System Effectiveness, Office of Aviation Safety Oversight, Office of Acquisition Support, Office of Independent Operational Test and Evaluation Oversight, Office of Acquisition Policy and Oversight; to branch level in the regional Airway Facilities, Air Traffic, Flight Standards, Logistics, and Civil Aviation Security Divisions; and a limited distribution to all air traffic and airway facilities field offices.

3. CANCELLATION. This order cancels Order 1800.63, National Airspace System (NAS) Deployment Readiness Review (DRR) Program, dated July 10, 1990.

Distribution: A-W(AF/SD/ND/TM/TR/TP/SM/NS/0S)-3: Initiated By: AAF-11
A-W(PM/RD/SE/FE/FS/CO/LR/HR/HT/VN/AM/TZ/EE/AS/OV/SU/CQ/TQ)-2;
A-X(AF/AT/FS/LG/CS)-3; A-Y Z-3; A-FAT/FAF-O (LTD)

4. EXPLANATION OF CHANGES.

a. This is the first revision of Order 1800.63, which replaced the ADL-1 memorandum, "NAS Program Deployment Readiness Interim Operating Procedures," dated February 19, 1987, and subsequent interim documentation.

b. This revision documents changes already implemented, such as a Telcon and Prebrief before the EXCOM, deletes all reference to the SEI contractor duties and verbatim (not general) references to Order 1810.4A, FAA NAS Test Evaluation Policy, and includes three (3) new appendices:

(1) Appendix 4, DRR Process for R&D projects

(2) Appendix 5, Acronyms

(3) Appendix 6, Applicable FAA directives, specifications, and standards.

c. It also includes significant changes to Appendix 1, DRR Process, and Appendix 2, DRR Checklist, as a result of the recommendations of the DRR Software Working Group.

5. PROGRAM ELEMENT DEFINITIONS.

a. Deployment Readiness. A corporate FAA assessment of the extent that the product of the CIP or other projects is ready to be deployed into the NAS, and to the extent that the FAA infrastructure is prepared to accept, operate, and support the deployed product throughout its life-cycle.

b. Deployment Readiness Review (DRR) Master Schedule System Milestones. Key project milestones which affect the DRR process are identified and tracked in the NAS Program Master Schedule System (MSS). Details of the milestone relationships are provided in paragraph 7. The total sequence of events can be found in Appendix 1, DRR Process. The following is a list of key milestones:

(1) Validate DRR items in solicitation package.

(2) Initiate DRR process.

(3) Deliver to test and evaluation (T&E) Site.

(4) Complete OT&E integration test.

(5) Complete OT&E shakedown test.

(6) Submit DRR report.

(7) Make deployment decision.

c. DRR Checklist. The DRR checklist is a mandatory element which structures the review process to ensure that, as a minimum, certain considerations affecting successful deployment are addressed by the DRR. Since the checklist is generic in format, it is not expected that every item will apply to every project. The DRR checklist is provided in Appendix 2, DRR Checklist. Details regarding responsibilities associated with its application are included in paragraph 6.

d. DRR Issue. An issue is a potential or actual deficiency identified by any FAA organization at any time in the review process that, to a greater or lesser degree, would affect deployment. The program manager proposes the categorization of issues as deployment critical or not deployment critical. Final determination on its criticality to deployment is reserved to the Chairman of the DRR Executive Committee (EXCOM) as stated in paragraph 6d. Classification of issues and their closure are as follows:

(1) Deployment-Critical Issue. A deployment-critical issue is one whose resolution is essential to the deployment success of the project. Deployment-critical issues must be closed before project deployment will be approved by the Associate Administrator for Airway Facilities, AAF-1.

(2) Not-Deployment-Critical Issue. A not-deployment-critical issue is one whose resolution is necessary but not essential to the deployment success of the project.

(3) Global Issue. A global issue is a deficiency, the correction for which is not readily apparent or accomplishment is not within the normal framework of the project office.

(4) Issue Closure. The action plan(s) developed to address DRR issue(s) are reviewed by the project DRR Team in the annotated checklist. The approved action plan(s) define the criteria for closure of the issue.

e. Other Projects. The Associate Administrator for Airway Facilities may direct a project to complete the DRR process before authorizing deployment of its products in the NAS.

6. RESPONSIBILITIES.

a. Program Managers. The program manager is responsible for complying with and applying the provisions of the DRR order. Under the provisions of this order the program manager shall:

(1) Ensure that the DRR checklist is used for a variety of pre-DRR events as part of the responsibilities, authority, and accountability for a system acquisition. In particular, ensure that DRR items are included in the solicitation package as required by the specific DRR milestone.

(2) Initiate, conduct, and complete a thorough and objective project DRR including fulfilling DRR team leader responsibilities.

(3) Establish and maintain current MSS milestones that are key to scheduling events governing the DRR process (e.g., procurement request submitted, system delivered to T&E site, OT&E Shakedown test completed, system delivered to first operational site, and report the status of these events at program/service-level Program Directors Status Report meetings).

(4) Ensure prompt closure of DRR checklist items assigned to the project in accordance with action plans and established due dates for closure.

(5) After the completion of OT&E shakedown testing and the preparation and distribution of the draft DRR report, conduct a teleconference (telcon) with the DRR team members to review the draft report and receive the final team input prior to the DRR prebrief and EXCOM.

(6) Provide a prebrief to the Associate Administrator for Airway Facilities, AAF-1, approximately 10 days before the DRR EXCOM, (see paragraph 7i). This is to ensure that no issue has been overlooked and that all parties agree on the existing action plans.

(7) Report results of the project review, citing all remaining issues, in a DRR report, to the DRR EXCOM (see paragraph 6d). Appendix 3, DRR Report and Briefing Package, contains information on the format and contents for this report and briefing.

(8) Validate closure of any deployment-critical issues which remain outstanding from the DRR EXCOM meeting. This report will be in writing from the responsible program/service director to the DRR EXCOM chairman.

b. DRR Team. The DRR team is the key vehicle by which corporate FAA engages itself with the program manager, as DRR team leader, to ensure an objective assessment is made of the FAA readiness for deployment of the project. Members perform an objective assessment of project deployment readiness as defined in this order and addressed in the DRR checklist. Assistance is provided to the program manager indirectly as part of the organization's functional responsibilities within the agency and directly through participation on the DRR team.

(1) The following organizations are invited to send a representative to each project DRR team meeting and participate in the process in accordance with the provisions of this order:

Washington headquarters

Office of the Associate Administrator for NAS Development	AND
Office of the Associate Administrator for System Engineering and Development	ASD
Advanced Automation Program Office	AAP
Systems Maintenance Service	ASM
Automation Program Office	ANA
NAS Transition and Implementation Service	ANS
Office of Air Traffic System Management	ATM
Air Traffic Plans and Requirements Service	ATR
Air Traffic Rules and Procedures Service	ATP
Office of Aviation Medicine	AAM
Flight Standards Service	AFS
Office of Civil Aviation Security Operations	ACO
Office of Labor and Employee Relations	ALR
Office of Human Resource Development	AHD
Office of Training and Higher Education	AHT
Office of Aviation System Standards	AVN
Facility System Engineering Service	AFE
Operational Support Service	AOS

Research and Development Service	ARD
Office of Environment and Energy	AEE
Office of Independent Operational Test and Evaluation Oversight	ATQ

FAA CENTERS AND REGIONS

FAA Technical Center	ACT
Mike Monroney Aeronautical Center	AMC
Airway Facilities Division	All Regions
Air Traffic Division	All Regions
Flight Standards Division	All Regions
Civil Aviation Security Division	All Regions
Logistics Division	All Regions

Others

DOD/NAS Plan Requirements Office	ASD-7
Systems Engineering and Integration Contractor	SEIC
Office of Chief Scientific and Technical Advisor for Human Factors	AND

(2) Each team member is responsible to:

(a) Speak for all elements of the parent organization that are involved in the project, as an advocate for full consideration of the organization's issues under the DRR checklist.

(b) Serve as an expert resource to the team from the parent organization to aid in the identifying issues under the DRR checklist and in identifying appropriate action office(s) for resolution.

(c) Review the annotated project DRR checklist to ensure completeness and accuracy of all issues identified at the team meeting. In particular, ensure that all defined action plans support proper closure. All action offices will provide action plans and suspense dates for their items.

(d) Facilitate closure of issues within the purview of the parent organization.

(e) Prepare the parent organization to participate in the DRR EXCOM meeting and discuss any identified deployment issues.

(f) Submit relevant and significant issues, in writing, to DRR program management if an organization is unable to participate in person at the DRR team meeting, telcon, or prebrief.

c. DRR Executive Committee. The DRR Executive Committee (EXCOM) is comprised of executive level FAA and support contractor personnel or their designees. The DRR EXCOM is convened to review the DRR report and to provide advice and counsel to the chairman, who makes the deployment decision for each individual project.

(1) The DRR EXCOM is chaired by the Associate Administrator for Airway Facilities.

(2) The following organizational executives are regular members of the DRR EXCOM.

Associate Administrator for Airway Facilities
Associate Administrator for NAS Development
Associate Administrator for Air Traffic
Assistant Administrator for Human Resource Management
Associate Administrator for System Engineering and Development
Associate Administrator for the Aeronautical Center
Director, Systems Maintenance Service
Director, NAS Transition and Implementation Service
Director, Operational Support Service
Manager, Airway Facilities Division (first site region)
Manager, AF Sector (first site)
NAS Implementation Director, SEI Contractor

(3) The following executives participate on an "as needed" basis:

Executive Secretary for DOD on Federal Aviation
Assistant Administrator for Aviation Safety
Director of Aviation System Standards
Program Director for Advanced Automation
Program Director for Automation
Program Director for Communications
Program Director for Navigation and Landing Aids
Program Director for Surveillance
Program Director for Weather and Flight Service Systems
Director, Flight Standards Service
Director of Civil Aviation Security Operations
Director of Training and Higher Education
Director, FAA Technical Center (or designated Service Directors)

Director of Air Traffic System Management
Director, Air Traffic Plans and Requirements Service
Director, Air Traffic Rules and Procedures Service
Director, Research and Development Service
Director of Environment and Energy
Director of Independent Operational Test and Evaluation Oversight

NOTE: A program/service director is a regular member for his/her project's EXCOM.

(4) Each member shall:

(a) Assign a knowledgeable and responsible organizational representative(s) to the DRR team.

(b) Speak as an advocate for full consideration of his or her organization's functional issues.

(c) Serve as an expert resource to the chairman to aid in identifying any further deployment issues and in identifying appropriate action office(s) for resolution.

(d) Direct prompt completion of actions in his or her area of responsibility.

(e) Evaluate the conclusions and recommendations of the DRR report, consider deployment criticality of all remaining issues, and make a recommendation to the chairman as to the project's deployment readiness.

d. Associate Administrator for Airway Facilities. Is responsible to:

(1) Ensure that the DRR process, as described in this order, is satisfied for all projects deployed in the NAS.

(2) Chair the project DRR EXCOM meeting and make deployment decisions, including final determination of deployment criticality of all remaining issues, after considering the recommendations of the DRR EXCOM members.

e. DRR Program Management. The Planning Branch, AAF-11, provides DRR program management. The DRR program manager is responsible to:

(1) Manage the DRR program as defined in this policy order.

(2) Support the program managers in meeting their responsibilities under this order.

(3) Ensure timeliness of DRR events and production of DRR reports, integrity of the project review issues data base, and timely update and operation of the electronic DRR Bulletin Board System (BBS).

(4) Advise the Associate Administrator for Airway Facilities on DRR program matters.

(5) Provide secretariat services for the DRR EXCOM. This includes preparing minutes of DRR EXCOM meetings and advising all Washington headquarters, regional, and center organizations of the outcome, as well as providing notice of final closure of a project when all remaining action items have been accomplished.

f. DRR Focal Points. DRR focal points are designated by the parent organization to serve as ongoing liaisons with DRR program management for all activities related to the DRR. Each focal point is responsible for:

(1) Managing DRR program activities within the parent organization. Activities may include, but are not limited to, ensuring that program managers identify and maintain current DRR schedule milestones in the MSS; coordinating the status reporting of open DRR issues; and facilitating the closure of organizational DRR issues.

(2) Providing liaison between the organization and DRR program management for activities necessary to support the requirements of this order.

(3) Supporting the organization's representative to the DRR EXCOM.

g. Test and Evaluation Program. The latest edition of Order 1810.4, FAA NAS Test and Evaluation Policy, provides the policy and describes the program. The interfaces, established to ensure deployment of operationally effective and suitable systems, between the DRR and T&E programs are as follows:

(1) DRR #1 is the program manager's review of the solicitation package, including the assessment by the testing community of the adequacy of the project's T&E program. The Procurement Readiness Review (PRR) process provides a formalized, detailed approach for review of the procurement activity.

(2) DRR #2 is the ongoing interaction of the DRR team members (ACT/ASM/ATR) with the DRR staff, providing review of Master Test Plans, monitoring the T&E, and assessing the results. Inherent is the assessment to proceed with the process and ultimately provide a deployment recommendation which is based on the test results and expected completion of action items.

(3) DRR #3 provides for the deployment recommendation by ACN/ACD/ACW, based on test results and review of DT&E and OT&E. ASM and ATR will provide a deployment recommendation based on the test results and operational considerations.

7. PROCESS DESCRIPTION. All CIP and other selected projects, subject to review under the provisions of this order, shall comply with the following steps of the process. Unique conditions may exist that require tailoring of the process for some projects; these are surfaced through discussions between the DRR program manager and the individual program manager. Significant deviations from the DRR process require the concurrence and approval of the DRR EXCOM chairman. The focus of the review process is at the national program level; however, the national program may be supplemented by regional reviews, either at the discretion of the responsible AF division manager to ensure site readiness for project deployment or designated for regional review by AAF-1 for projects with heavy local significance.

a. Validate DRR Items in Solicitation Package. To ensure DRR planning is undertaken at the earliest possible time in a project's life, the program manager is responsible to ensure that appropriate DRR checklist elements are applied to a variety of pre-DRR activities, in particular in procurement requests, requests for proposals, invitation for bids, statements of work, contract negotiations, etc. Implementation of the Procurement Readiness Review (PRR) process will satisfy this requirement.

b. DRR Process Waiver or Variance. It is recognized that the elements of this process may not apply to some CIP projects and that projects such as commercial off-the-shelf acquisitions or special situations, such as test activities at

first or demonstration sites, may require that the process be tailored to fit certain peculiarities and timing of events. Preliminary discussions between the program manager and DRR program management that take place in advance of initiating the DRR process will identify any required waiver or variance. The responsible associate administrator shall submit the request for a waiver or variance, in writing, to the DRR EXCOM chairman for approval before the team meeting is convened or as soon as the need is identified. The request will be coordinated with and copies of the waiver provided to the following offices:

Office of the Associate Administrator for NAS Development
Office of the Assistant Administrator for Human Resource Management
Office of the Associate Administrator for System Engineering and Development
NAS Transition and Implementation Service
Air Traffic Plans and Requirements Service
Air Traffic Rules and Procedures Service
Systems Maintenance Service
Operational Support Service
Automation Program Office
Advanced Automation Program Office
Office of Independent Operational Test and Evaluation Oversight
Office of Air Traffic System Management
FAA Technical Center
Mike Monroney Aeronautical Center
Office of Training and Higher Education
Manager, AT Division (First Site)
Manager, AF Division (First Site)

c. Initiate DRR Process. Prior to convening the initial DRR team meeting two preliminary activities take place. These are:

(1) Initial Review. Approximately 4 months before the initial team meeting, the DRR staff and the FAA program manager conduct an initial review of the DRR checklist. This preliminary review provides the basis for determining the current status of the project as it relates to deployment readiness.

(2) Announce DRR Team Meeting. Approximately 2 months prior to the initial DRR team meeting, a joint memorandum will be issued by the DRR manager and program manager to the organizations listed as members of the DRR

team. This memorandum announces the initiation of the DRR process for the project and requests an assignment of a representative(s) from each organization to participate on the team. A copy of the DRR checklist annotated with the findings of the initial review will be transmitted with the memorandum.

d. Convene DRR Team Meeting. At least 12 months prior to the scheduled date for system delivery to the T&E site, or start of the OT&E, the DRR team meeting is convened. The meeting will use the annotated DRR checklist to identify project issues.

e. Project Checklist Updates. Beginning with the date of the initial DRR team meeting, a monthly checklist review will be made, with an update provided for the team members and focal points not less than every 60 days. The update will show all open issues, action plans, and due dates for closure. Checklist updates may be suspended when there are significant delays in project accomplishment.

f. Mid-Term Review. A mid-term review may be warranted when a significant period of time has elapsed, a significant change in project scope or mode of accomplishment has occurred, or the possibility of significant new issues being identified for a particular project. If this is determined to be advisable or requested by a program/service director, the DRR team will be reconvened and another review of the checklist will be made.

g. DRR Report. At the conclusion of the T&E process, the program manager shall submit a draft DRR report to the service/program director for review. Concurrently, the draft report will be circulated to the DRR team members for their review. The final DRR report will be submitted from the program/service director to the DRR EXCOM chairman 10 days prior to the scheduled DRR EXCOM meeting and will be briefed by the program manager (prebrief). The report shall conform to the format described in Appendix 3, DRR Report and Briefing Package.

h. Telcon. After distribution of the draft DRR report, the program manager shall conduct a teleconference with the DRR team members to review the draft report and receive final DRR team input prior to the prebrief and EXCOM.

i. Prebrief. The final DRR report is briefed to the DRR EXCOM chairman by the program manager approximately 10 days prior to the scheduled EXCOM. This is to ensure that no issue has been overlooked and that all parties agree on the existing action plans. Invited are representatives from DRR EXCOM member organizations in addition to the regional AF, LG, and FAA Technical Center representatives.

j. DRR EXCOM Meeting. The program manager will brief the DRR EXCOM on the DRR report. The briefing will review each open issue and the action plan for closure and provide a recommendation as to the deployment readiness of the product, or in the case of software development projects, the readiness to start NAS system integration (Software Program Bulletin) activities.

k. Deployment Decision. Based on a consensus of the DRR EXCOM members, the chairman will render a determination on the criticality of the remaining issues and make a deployment decision. Where deployment critical issues remain, actual deployment is contingent on closure of these critical issues and validation of closure, in writing, by the program/service director to the DRR EXCOM chairman.

l. DRR Action Item Status Reports. Action Item Status Reports. Following the DRR EXCOM meeting and quarterly thereafter, DRR program management will publish a status report. This report will include action items that are either overdue or due to be completed for the reporting period. The report will be provided to the responsible associate administrators, service/program directors and center/regional DRR focal point. Program managers will provide updates on closure of issues to the DRR program manager, via program/service director, not later than 45 days after receipt of the report.

m. Post-Deployment Review. Following deployment and after a sufficient amount of experience has been accumulated for a particular project, not to exceed 1 year, DRR program management will convene the DRR team to assist in an assessment of the DRR process. This will serve as a quality control of the DRR program to ensure that all significant issues are being identified.

8. REGIONAL SUPPLEMENTS. Regional supplements to this order may be issued that adapt the elements of this process to regional procurements and/or ensure site-specific readiness for national projects.

9. AUTHORITY TO CHANGE THIS ORDER. The Associate Administrator for Airway Facilities is authorized to issue changes to this order. The Administrator reserves the authority to approve changes that establish policy, delegate authority, or assign responsibility.

Thomas C. Richards
Administrator

APPENDIX 1. DRR PROCESS

The following lists the various steps in the DRR process. If the project includes a significant NAS software development, see part II of this Appendix.

PART I

SUBSYSTEM ACQUISITION WITHOUT SOFTWARE DEVELOPMENT

1. Validate the DRR items in solicitation package (pre-DRR process).

2. Initiate the DRR process (a preparation meeting with the project manager 16 months prior to delivery to the OT&E test site).

3. Prepare initial checklist and announce the DRR team meeting (14 months prior to delivery to OT&E test site).

4. Conduct the DRR team meeting (12 months prior to delivery to the OT&E test site).

5. Baseline the DRR Checklist (within 30 days following the DRR team meeting).

6. Conduct monthly project checklist reviews (every 30 days following the DRR team meeting). Revise the checklist at least once every 60 days.

7. Perform a mid-term review when significant changes have occurred in the program; for example, a significant schedule delay, significant change in quantities or locations, or a major engineering change.

8. Delivery to OT&E test site.

9. Complete OT&E testing (Integration, Effectiveness/ Suitability, and Shakedown).

10. Conduct a Telcon approximately 10 days after the completion of OT&E shakedown testing.

11. Brief the DRR report to AAF-1 (prebrief).

12. Conduct the DRR EXCOM for a deployment decision.

13. Provide open action item status reports (approximately every 60 days following deployment decision) until completion.

14. Conduct a post-deployment review.

APPENDIX 1. DRR PROCESS

PART II

SUBSYSTEM ACQUISITIONS INCLUDING NAS SOFTWARE DEVELOPMENT

1. Validate the DRR items in solicitation package (pre-DRR process).

2. Initiate the DRR process (a preparation meeting with the project manager 17 months prior to delivery to NAS integration).

3. Prepare the initial checklist and announce the DRR Team meeting (15 months prior to delivery for NAS integration activities).

4. Conduct the DRR team meeting (13 months prior to delivery for NAS integration activities).

5. Baseline the DRR Checklist (within 30 days after the DRR team meeting).

6. Conduct monthly project checklist reviews (every 30 days following the DRR team meeting). Revise the checklist not less than once every 60 days.

7. Perform a mid-term review when significant changes have occurred in the program; for example, a 1-year delay in the schedule, a significant change in quantities or locations, or a major engineering change.

8. Complete OT&E testing.

9. Conduct a DRR TELCON (approximately 5 days after the completion of the Functional Configuration Audit (FCA)/Physical Configuration Audit (PCA)).

10. Brief the DRR report to AAF-1 (prebrief).

11. Conduct the DRR EXCOM for a decision to transition to the NAS integration activities phase of the project.

12. Conduct monthly reviews of the project DRR report. Produce a revised report when significant issues are closed or opened.

13. Perform shakedown (key site) testing.

14. Conduct a TELCON (approximately 5 days after completion of key site testing).

15. Brief the DRR report to AAF-1 (prebrief).

16. DRR EXCOM deployment decision. Assess the readiness of the software/subsystem for national release (approximately 15 days after completion of key site testing).

17. Provide open action item status reports (approximately every 60 days following deployment decision) until completion.

18. Conduct a post-deployment review.

APPENDIX 2. DRR CHECKLIST

Paragraphs 5, 6, and 7 contain guidance and instructions for the use of this checklist.

1. NAS AND SUBSYSTEM REQUIREMENTS

   a. Is the project in compliance with NAS-SS-1000?

   b. Have all outstanding case files, NCP's, or FBCN's been approved and incorporated into the project baselines (prior to deployment)?

   c. Are interdependencies with other NAS projects identified and incorporated into project schedules and plans?

   d. Have applicable IRD's or ICD's been approved/baselined?

   e. Does the project meet the reliability and maintainability (R&M) requirements of Order 6000.30?

   f. Has the project life-cycle been established?

   g. Has the hardware passed the evaluation as specified in FAA Order 3900.19 and is it in compliance with Order 3910.3 (the exposure limits of Chapter 3 are critical)?

   h. Is the project in compliance with the design requirements of MIL-STD-882 as required by NAS-SS-1000?

2. CONTRACT STATUS

a. Is the contract adequately funded?

b. Was a market survey performed to identify viable commercial products that best satisfy FAA needs?

c. Have licenses or copyrights been secured for products used during project development?

d. Have all license, copyright, and proprietary restrictions that affect the FAA 's ability to maintain the product been identified?

e. Have the acquisition documents been reviewed by ACO?

f. Has Government-furnished material/information been provided to the contractor?

g. Are contractor production/delivery rates consistent with contractual delivery/schedules?

h. Are critical long-lead item subcontracts completed?

i. Have provisions been made to handle any imminent labor issues (e.g., strikes) that could affect deployment?

j. Have all critical schedule risks identified through a schedule risk analysis been resolved?

k. If this is a NDI/COTS acquisition, has a bid sample been tested in a functional environment?

l. Are all warranty items and data rights included in the contract?

m. Are procedures for exercising warranty claims included in the contract?

n. Are provisions to resolve problems, identified after the project acceptance, included in the contract?

o. If a PRR was performed, have deployment-related issues been incorporated into this checklist?

p. Have NCP's been approved for all contract modifications that change the project's functional requirements?

3. PROJECT IMPLEMENTATION

a. Is the PIP for this project current, approved, and distributed in accordance with FAA STD-036?

b. Has project implementation coordination with the appropriate AT and AF field managers been completed?

c. Have all Project Authorizations been received by applicable organizations?

d. Is funding adequate to support regional F&E activities through commissioning?

e. Is the funding adequate to support F&E contract maintenance?

f. Has a facility type and identification code been assigned in accordance with Order 1375.4?

g. Is there an accurate delivery schedule showing facility type and location identifier for each delivery in accordance with Order 6030.45?

h. Are PSR's complete, up-to-date, and consistent with delivery schedule and PML's in accordance with Order 4650.7?

i. Have the means of distribution for project materiel been provided to the affected regions?

j. Have PCN's been assigned and provided to AF divisions for all sites scheduled to receive project material through the FAALC?

k. Have the affected site received the "turnkey" contractor site installation requirements and acceptance plans?

l. Are all transitional requirements identified and available (e.g., critical power, data flow, operational procedures, software)?

m. Are AT, AF, and/or contract resources available to support required parallel operations?

n. Are all interfaces installed and checked out (e.g., is required TML installed for those DBRITE locations which require it)?

o. Are interim operating procedures established for unavailable interfaces?

p. Are required transition switches (e.g., hardware, software, firmware) installed?

q. Is AVN prepared to support timely commissioning flight inspections and develop site-specific flight inspection procedures and techniques?

r. Has AVN developed instrument flight procedures?

s. Has AVN been provided with an implementation plan identifying the project priority?

t. Have new equipment certification procedures/statements been developed and incorporated into the appropriate handbooks?

u. Does the PIP adequately address CAI and/or JAI activities required by Order 6030.45?

v. Has the PIP been reviewed by the JRPG to determine the impact on joint use sites in accordance with Order 6430.2?

4. FACILITY/SITE PREPAREDNESS

a. Has a project site preparation plan been completed?

b. Has construction been completed or will FAA be permitted to occupy prior to delivery of the project?

c. Have all facility leases, licenses, and easements been obtained?

d. If the project requires construction/installation on an airport is the contractor in compliance with the special safety requirements of FAA Advisory Circular No. 150/5370-2?

e. Is there adequate space for documentation, tapes, other mass storage magnetic media, or firmware?

f. Have FAA organizations verified that facility modifications have been satisfactorily completed?

g. Does the project meet the requirements of Order 6950.2C (e.g., critical power, harmonic distortion)?

h. Does the facility have adequate space, power, and HVAC?

i. Are required utility services available at the site?

j. Does the facility meet the lightning, grounding, bonding, and shielding requirements of FAA-STD 019 and/or FAA-STD 020?

k. Have all frequency management requirements been satisfied in accordance with FAA Order 6050.32?

l. Have installation and environmental requirements been defined, verified, and incorporated into the standard facility and site-specific drawings?

m. If additional facility modifications are required to interface the project and the facility, have they been completed?

n. Has the excess/residue equipment/software been removed and disposed of in accordance with Order 4800.2?

o. If there are any site-peculiar issues that may impact deliveries later in the program, have they been resolved?

p. Have all other required resources for product support been planned for (e.g., TSSC, FAATC, FAAAC, and site software maintenance control)?

q. Have all RMMS, RMS, and facility operational status indicator issues been resolved in accordance with WA Order 6090.1, NAS-MD-792 & NAS-MD-793?

r. If the implementation of this project into the facility requires modifications of support (e.g., environmental) software programs, have they been completed?

s. Have hazardous material concerns been resolved in accordance with Order 1050.10?

t. Have the required environmental impact procedures been applied in accordance with Order 1050.1?

5. TELECOMMUNICATIONS REQUIREMENTS

a. Has coordination with ASM-300 to determine the telecommunications requirements been completed?

b. Does the NAS telecommunications system satisfy the project requirements?

c. Are standard levels and/or protocols implemented and are they compatible with FAA telecommunications equipment in accordance with FAA Standard 029?

d. Have the requirements been incorporated into the Fuchsia Book and have the costs of telecommunications circuits and equipment been budgeted?

e. Has a telecommunications cutover plan been developed?

f. Have communication service requests been submitted to ASM-300, 12 months prior to delivery to the OT&E site?

g. Have TSR lead times been included in project schedules?

6. NATIONAL AIRSPACE INTEGRATED LOGISTICS SUPPORT (NAILS)

a. Is the project in compliance with Order 1800.58?

b. Is the project in compliance with FAA NDI/COTS policy?

c. Has a NAILSMT convened to determine NAILS requirements?

d. Has an ILSP been approved and distributed?

e. Has the project maintenance requirements document (MRD) been approved?

f. Has hardware support (sources) been established for the life cycle?

g. Have hardware maintenance support organizations been identified and have handoff criteria been documented?

h. Has the project office provided a projected hardware maintenance support budget profile to Operations organizations?

i. Have Operations organizations submitted budget items to provide for hardware maintenance support?

j. Are contract options and funds available to support maintenance requirements per the MRD?

k. Has the FAALC or ASM-100 submitted a budget item to fund on-site or depot-level contractor repair services after the first year program office funding expires?

l. Has PTD been reviewed and accepted?

m. Have program funds been PAD to the FAALC for the procurement of spare parts-common?

n. Has a provisioning conference been completed in accordance with Order 4560.1?

o. Are adequate levels of spare parts-common on hand at the FAA Logistics Center (prior to deployment)?

p. Have adequate levels of spare parts-peculiar been delivered to the FAALC?

q. Have adequate levels of initial site spares been delivered?

r. Has special support equipment (e.g., ATE and TPS) for sites and/or special support equipment (including a test bed) for the depot-level repair center been delivered (prior to deployment)?

s. Are adequate quantities of common support equipment (e.g., tools and test) in place on site and at the depot-level repair center (prior to deployment)?

t. If product drawings are required per MIL-T-31000, have they been delivered to the FAALC (prior to deployment)?

u. Are maintenance support facilities at sites and depot-level repair center adequate?

v. Has funding for additional maintenance support facilities been budgeted and provided?

w. Does the contract provide for preservation, packaging, packing, marking, and handling of systems or spares in accordance with AML-300 requirements?

x. Has information on the physical characteristics of systems and/or spares been provided to the FAALC to support storage planning?

y. Does the contract provide site shipping instructions in accordance with ASU-300 requirements?

z. Has technical documentation (e.g., technical instruction and system maintenance handbooks) been delivered to the site, FAAAC, FAALC, or depot-level repair center (prior to deployment)?

7. TRAINING/CERTIFICATION

a. Are affected AT and AF organizations satisfied that all necessary training requirements have been met for equipment deployment?

b. Has the software/firmware training program for field centralized maintenance functions and new software/ firmware support facilities been approved?

c. Has the Training Development Plan developed by the project contractor (FAA STD-028) or the FAAAC (Order 3000.6) been approved?

d. Has an STP been approved and distributed?

e. Do the facility/site preparedness plans include the necessary training requirements?

f. Has all course material, including technical instruction books, been developed and approved?

g. Does the contract provide for adequate contractor classes required to transition training responsibilities over to the FAA in accordance with FAA STD-028?

h. Have training courses been established in the needed disciplines and have training slots been allocated to meet the deployment schedule?

i. Is training sufficient and timely to ensure meeting the projected ORD date?

j. Have all personnel certification requirements been identified in accordance with Orders 3120.4 and 3400.3?

k. Are performance examinations (FAA-D-2781) and theory of operations examinations (FAA-D-2706) available to meet certification requirements and equipment delivery?

l. Is sufficient initial training, required to install, operate, and maintain the project, completed (prior to deployment to sites other than the FAAAC or initial training site)?

m. Are FAALC engineering and production personnel trained to component level (prior to first delivery)?

n. Is training equipment and documentation for AT and/or AF delivered to the FAAAC or designated initial training site (prior to delivery to field)?

o. If regional restrictions on training or travel funds exist that will prevent them from acquiring the necessary training prior to the scheduled equipment delivery date, have alternative solutions been developed?

p. If the contract requires an approved course walk-through for acceptance of contractor-developed training courses in accordance with FAA STD-028, has it been accomplished?

8. SOFTWARE (FIRMWARE) SUPPORT

a. Have the software/firmware sources been established for life-cycle support?

b. Have operational acceptance and hand-off procedures and criteria been established?

c. Have development and followon support systems been procured, delivered and hand-off procedures been established (e.g., compilers, operating systems, PC's in-circuit emulators, test equipment, test source code, PROM burners)?

d. Have the S/W support requirements been identified and verified and has support been acquired in accordance with FAA Standard 026 and Order 4630.9?

e. If PAL's or similar one-time programmable devices are used, has adequate documentation been provided to support organizations (i.e., Boolean expressions, fuse link maps, state or timing diagrams, sources files, etc.)?

f. Has adequate development documentation been provided (i.e., software development folders, engineering notebooks, test software/firmware, capacity scenarios, etc.?

g. Have support organizations evaluated or accepted life-cycle support products (i.e., PROM burners, system support software/equipment, test equipment, operating systems, tester software, etc.)?

h. Has all required media been identified and adequately provided (i.e., tapes, disks, ROM's, EPROM's, PAL's, listings, etc.)?

i. Has adequate life-cycle support documentation been provided to support organizations (i.e., CPFS, cross reference listing global or local equates, sub-system design, table design, etc.)?

j. Have reserve memory and computer cycle idle time been allocated for future use?

k. Has a maintenance interface been established between the field and AOS-200/300?

l. Have provisions been made to permit the upgrade of the COTS software (e.g., vendor updates) after FAA acceptance in accordance with Order 1800.8?

m. Is a funding profile available to identify the budget required to support the life cycle for this S/W deployment (i.e., documentation, enhancements)?

n. Are software/firmware maintenance facilities adequately funded?

o. Is a program development language, or specified source code commenting, adequate for maintenance of the product?

p. Have all S/W site adaptation changes been identified?

q. Is the project using ADA?

9. STAFFING.

a. Has a facility class code and position classification been assigned in accordance with Order 1380.40?

b. Are personnel available at the designated support facility to provide engineering and repair services?

c. Has a facility staffing standard been updated to support this project?

d. Are positions filled and ready to support site preparation, installation, check out, operation, and maintenance?

e. Was the maintenance staffing requirement budgeted for in the Spring Preview--5-Year Budget Plan--at least 2 1/2 years prior to the proposed deployment?

10. QUALITY ASSURANCE.

a. Are the quality control plans required by FAA STD-013 or STD-018 approved and up to date?

b. Has the FAA approved a contractor turnkey QA Plan?

c. Do plans exist for transmitting contractor QA requirements to FAA field organizations?

d. Have FAA field organizations been advised regarding their COTR responsibilities?

e. Are all system H/W or S/W quality discrepancies that may have an impact on deployment satisfactorily resolved?

f. Are all outstanding QA waivers/deviations that may have an impact on deployment satisfactorily resolved?

g. Is FAA's QA schedule compatible with project deployment schedule?

h. Are there post-delivery contract requirements, (e.g., retrofit, re-inspection, re-tests) to resolve QA waivers and/or deviations?

i. Are approved plans in place to accomplish reliability testing on deployed systems?

j. Are conditional acceptance criteria identified and responsibilities assigned?

11. CONFIGURATION MANAGEMENT(CM)

a. Has a requirements document been baselined (e.g., IRD's, specification, engineering requirements document) that describes the functional requirements and/or characteristics of the project in accordance with FAA STD-021?

b. Have all CI's and CSCI's been identified and verified in accordance with FAA STD-021?

c. Has the contractor established the allocated baseline (e.g., Prime Item Development Specification (B-Spec)) in accordance with FAA STD-021?

d. Have CI's been established for commercially available software packages in accordance with FAA STD-021?

e. Are project configuration items in the responsible CCB's Charter/Operating Procedures in accordance with Order 1800.8?

f. Have functional specifications been updated to reflect the deployed configuration in accordance with Order 1800.8?

g. Have corrective actions been completed for all HDR's and PTR's in accordance with Order 1800.8?

h. Has the FCA been conducted, documented (audit report), and certified in accordance with MIL-STD-1521?

i. Have all FCA configuration audit action items been resolved in accordance with FAA STD-021?

j. Has the PCA been conducted, documented (audit report), and certified in accordance with MIL-STD-1521?

k. Have all PCA configuration audit action items been resolved in accordance with FAA STD-021?

l. Does the product baseline case file include technical documentation to define the configuration items throughout their life cycle? (Order 1800.8).

m. Has a product baseline case file/NCP been approved to bring the project into the NAS inventory in accordance with Order 1800.8?

n. Is there an approved handoff procedure for the CM baselines and responsibilities between the acquisition CCB and the AT and/or Maintenance Engineering CCB?

o. Do the support organizations (FAATC, FAALC, and regional sites) have the means to maintain the project configuration in accordance with Order 1800.8?

p. Has the responsibility for configuration management of the support system been assigned in accordance with Order 1800.8?

q. Are CM procedures in place to ensure that all changes approved during deployment will be tracked against new units as well as those already deployed in accordance with Order 1800.8?

r. Have the CM procedures for controlling software to the unit level of code been established in accordance with Order 1800.8?

12. TEST PROGRAM.

a. Is the project in compliance with Order 1810.4?

b. Is the project MTP approved and current?

c. Have potential users been assigned to participate in OT&E to determine the projects' operational suitability?

d. Has an OCD been conducted and verified for an NDI/COTS acquisition?

e. Have flight inspection procedures and techniques been approved?

f. Has the project been delivered to the FAATC or AOS-200 for testing activities?

g. Are OT&E integration test plans/procedures approved and available?

h. Are OT&E shakedown test plans/procedures approved and available?

i. Are test support systems, personnel, and materials available?

j. Have test personnel (FAA and/or contractor) been trained?

k. Is funding for overtime, travel, and personnel (FAA and/or contractor) available to support testing?

l. Has OT&E integration testing been successfully completed?

m. Has OT&E shakedown testing been successfully completed?

n. Are test report summaries (quick look) prepared indicating the status and results of OT&E integration and shakedown tests?

o. Has OT&E testing been performed using the same hardware and software configuration intended for deployment to the first operational site in accordance with Order 1800.8?

p. Are final test reports distributed?

q. Have test discrepancies been corrected?

r. Are shakedown test plans/procedures available for followon sites that will have unique interfaces?

s. If there are outstanding discrepancies from DQT's, type tests, FCC requirements, R&M tests, or FAT's, are they resolved?

t. If test results require new or revised air traffic controller procedures, are they completed?

13. SECURITY

a. Has ACO approved the physical security construction and technical security preparation for the site or facility in accordance with Order 1600.54?

b. Has initial coordination been made with ACO-320 to determine compliance with the applicable security requirements?

c. Have design reviews and system tests demonstrated that the subsystem complies with Order 1600.54?

d. Does the system meet accreditation requirements?

e. Have all involved contractor personnel been screened in accordance with applicable guidelines?

f. Are preliminary site security surveys complete?

g. Has a security risk analysis been performed?

h. Has a physical security inspection been completed?

i. Has an evaluation of the physical security inspection been completed?

14. OTHER COORDINATION

a. Has the PM notified ALR of the impending deployment and completed the questionnaire of the effects on bargaining unit employees (not later than 30 days after the DRR team meeting)?

b. Has ALR coordinated with the unions to advise them of effects of this deployment? (not later than 120 days prior to DRR EXCOM)

c. Has ALR advised AF and AT of changes in personnel practices or policies necessary to ensure compliance with the law?

d. Has APA (HQ and regional) been provided information to announce the deployment?

e. Have contacts been made with DOD and aviation user groups to address changes in flight operations?

f. Has the FOIA focal point been established in accordance with Orders 1200.8C and 1200.23?

15. HUMAN FACTORS

a. Have human factors design requirements been imposed by the project specification in accordance with NAS-SS-1000, FAA-G-2100, and MIL-STD-1472?

b. Have human factors analysis and engineering plans and procedures required by the project specification and statement of work been developed?

c. Have the human factors plans and procedures been reviewed and found to address the human factors engineering requirements of the project adequately?

d. Has the contractor demonstrated compliance with the human factors design requirements during pertinent reviews (PRR, SDR, SRR, PDR, and CDR)?

e. Have the lifting limits for maintenance of equipment been based on the fifth percentile male size/strength tables of MIL-STD-1472 in accordance with NAS-SS-1000?

f. Did the FAA/contractor employ a representative user group to evaluate the design?

APPENDIX 3. DRR REPORT AND BRIEFING PACKAGE

In accordance with paragraphs 6a(7) and 7g, the program/service director shall submit the final DRR report to the Associate Administrator for Airway Facilities, and the program manager shall brief the report to the DRR EXCOM chairman at the prebrief and to the DRR EXCOM. The report is designed in a briefing package format to present the essential information in a standard, concise package.

All sections of the report/briefing package shall conform to the following standard format, with no more than one page per subsection heading. The program manager, however, may elect to supplement the package at the briefing with additional graphics and illustrative material.

TITLE PAGE. Identify the project, program manager, and date of the report.

OUTLINE. List each major section of the report.

SECTION 1 - PROJECT SUMMARY. This section shall include the following charts:

Description. Identify the purpose of the project and its functions in support of the NAS.

Acquisition Strategy. Identify the acquisition strategy for each contract (past and present) associated with the project. Include contractor, contract number, type of contract (firm fixed price, etc.), number of units, and quantities delivered by fiscal year.

Funding Summary. Summarize funding and obligations profile for:

(1) Total funding in accordance with the CIP, divided by source, if not all FAA.

(2) Funds associated with each contract identified in the acquisition strategy section.

(3) Funds identified for other government organizations, including the regions, Mike Monroney Aeronautical Center (AOS-200, the FAA Academy, and FAA Logistics Center), FAA Technical Center (ACN/ACD and AOS-300), Department of Defense, etc.

Schedule. Identify major project headquarters and regional milestones to last site ORD and commissioning. This should include events such as: contract award, preliminary design review, critical design review, factory acceptance test, shakedown test, and key site test. The MSS milestone dates should be used for headquarters activities; Regional Program Management System (RPMS) milestone dates should be used for regional activities.

SECTION 2 - DRR SUMMARY. This section shall include the following charts:

DRR Team. List all participants on the project DRR team by name and organization.

DRR Activity Schedule. List scheduled or actual (where appropriate) dates for the following events:

Initiate DRR process
Convene DRR team meeting
Mid-term review (if conducted)
DRR Telcon
DRR report to Associate Administrator/prebrief
DRR Executive Committee meeting
System delivered to first operational site/FAA
Depot/or for software integration, test and evaluation
DRR report
DRR EXCOM
System release/deployment
Post-Deployment Review

DRR Issues Summary. List the total number of issues identified during the review, divided into the following categories: deployment critical, not-deployment critical, and global. Summarize the number closed and number remaining open in each category. (Refer to paragraph 4d for additional details.)

The open issues shall be addressed for each category, with a page for each issue, formatted as follows:

Checklist Issue. Provide the original checklist item number, concisely state the original issue and the originating organization.

Action Plan. Describe only the action(s) planned to close the issue with action offices and suspense dates.

Notes (Optional). Provide current status of activities, including nonconcurrences, if any.

SECTION 3 - DEPLOYMENT RECOMMENDATION.

Conclusion/Recommendation. Provide a concise conclusion to the project's status, include any dollar and programmatic costs that would have an impact on the project if a delay in deployment were to occur, and make a proposed deployment recommendation to the DRR EXCOM.

APPENDIX 4. DRR PROCESS FOR R&D PROJECT PRODUCTS

When an R&D project produces an improvement or an additional functional capability which is deemed to be of immediate benefit to the NAS, we have a candidate for a rapid deployment. Since any addition to or modification of the NAS has to be reviewed for its total impact to preclude derogation of existing facilities or services, the DRR process will be applied.

In absence of good documentation and customized procedures, the standard DRR checklist and process will be utilized, as modified for each individual project, to incorporate the realities of the R&D process.

Specific steps applicable and recommended modifications to the DRR process, if any, will be determined jointly with ARD and coordinated with organizations participating in the DRR process.

APPENDIX 5. ACRONYMS

AF	Airway Facilities
AIS	Aeronautical Information System
AT	Air Traffic
ATC	Air Traffic Control
CAI	Contract Acceptance Inspection
CAS	Commercially Available Software
CCB	Configuration Control Board
CDR	Critical Design Review
CI	Configuration Item
CIP	Capital Investment Plan
COTS	Commercial Off-the-Shelf
CPFS	Computer Program Functional Specification
CSCI	Computer Software Configuration Item
CSQPP	Computer Software Quality Program Plan
DRR	Deployment Readiness Review
DT&E	Development Test and Evaluation
ECP	Engineering Change Proposal
EPROM	Erasable Programmable Read-Only Memory
EXCOM	DRR Executive Committee
F&E	Facilities and Equipment
FAAAC	FAA Aeronautical Center
FAALC	FAA Logistics Center
FAATC	FAA Technical Center
FAT	Factory Acceptance Test
FBCN	Financial Baseline Change Notice
FCA	Functional Configuration Audit
FOIA	Freedom of Information Act
HDR	Hardware Discrepancy Report
HVAC	Heating, Ventilation, and Air Conditioning
ICD	Interface Control Document
ILSP	Integrated Logistics Support Plan
IRD	Interface Requirements Document
IRS	Interface Requirements Specification
ISSAC	Initial Supply Support Allowance Chart
JAI	Joint Acceptance Inspection
MSS	NAS Program Master Schedule System
MTP	Master Test Plan
NAILS	National Airspace Integrated Logistics Support
NAS	National Airspace System
NCP	NAS Change Proposal
NDI	Non-Development Item
OEM	Original Equipment Manufacturer
OPS	Operations
ORD	Operational Readiness Demonstration
OT&E	Operational Test and Evaluation

PA	Project Authorization
PAL	Programmable Arrays of Logic
PCA	Physical Configuration Audit
PCN	Project Control Number
PIP	Project Implementation Plan
PML	Project Material List
PROM	Programmable Read-Only Memory
PSR	Project Status Report
PTD	Provisioning Technical Documentation
PTR	Program Technical Report
QA	Quality Assurance
QCPP	Quality Control Program Plan
QCSP	Quality Control System Plan
ROM	Read-Only Memory
RPMS	Regional Program Management System
SCN	Specification Change Notice
SPB	Site Program Bulletin
SRS	Software Requirements Specification
STP	Subsystem Training Plan
TELCO	Telephone Company
TELCON	Telephone Conference
TML	Television Microwave Link

APPENDIX 6. APPLICABLE FAA DIRECTIVES

FAA Order 1050.1	Policy and Procedures for Considering Environmental Impacts
FAA Order 1375.4	Standard Data Element Codes -- Facility Identification, and Supplemental Standards
FAA Order 1380.40	Airway Facilities Sector Level Staffing Standard System
FAA Order 1600.54	FAA Automated Information Systems Security Handbook
FAA Order 1800.8	National Airspace Systems Configuration Management
FAA Order 1800.58	National Airspace Integrated Logistics Support Policy
FAA Order 1810.4	FAA NAS Test and Evaluation Policy
FAA Order 3000.6	Training
FAA Order 3120.4	Air Traffic Training Handbook
FAA Order 3400.3	Airway Facilities Maintenance Personnel Certification Program
FAA Order 3900.19	Occupational Safety and Health
FAA Order 3910.3	Radiation Health Hazard and Protection
FAA Order 4560.1	Policy and Procedures Covering the Provisioning Process During Acquisition of FAA Materiel
FAA Order 4650.7	Management of NAS F&EProject Materiel
FAA Order 4800.2	Utilization and Disposal of Excess and Surplus Personal Property
FAA Order 6000.30	Policy for Maintenance of the National Airspace System (NAS) Through the Year 2000
FAA Order 6030.45	Facility Reference Data File

FAA Order 6950.2	Electrical Power Policy Implementation National Airspace System Facilities
WA Order 6090.1	Development and Implementation of Remote Monitoring Subsystem (RMS) within the National Airspace System (NAS)

SPECIFICATIONS AND STANDARDS

NAS-SS-1000	NAS System Specification
FAA STD-013	Quality Control Program Requirements
FAA STD-016	Quality Control System Requirements
FAA STD-018	Computer Software Quality Program Requirements
FAA STD-019	Lightning Protection, Grounding, Bonding, and Shielding Requirements for Facilities
FAA STD-020	Transient Protection, Grounding, Bonding, and Shielding for Equipment
FAA STD-021	Configuration Management - Contractor Requirements
FAA-STD-025	Preparation of Interface Control Documentation
FAA STD-028	Contract Training Programs
FAA STD-036	Preparation of Project Implementation Plans
FAA-D-2706	Theory of Operations Examinations, Preparation and Validation of
FAA-D-2781	Preparation and Validation for Performance Examinations
FAA-G-2100	Electronic Equipment, General Requirements
FAA Advisory Circular No. 150/5370-2	Operational Safety on Airports During Construction

NAS-MD-792	Operational Requirements for the Remote Maintenance Monitoring System
NAS-MD-793	Remote Maintenance Monitoring System Functional Requirements for the Remote Monitoring Subsystem (RMS)
MIL-SDT-882	System Safety Requirements
MIL-STD-1472	Human Engineering Design Criteria for Military Systems, Equipments, and Facilities
MIL-STD-1521	Technical Reviews and Audits for Systems, Equipments, and Computer Software
MIL-H-4655	Human Engineering Requirements for Military Systems, Equipments, and Facilities
MIL-T-31000	General Specification for Technical Data Package